

# ALDERMEN WILL TACKLE JITNEY BUS ORDINANCE

Much-Debated Measure Comes Up on Board's Docket To-Morrow Night.

WILL ACT ON SANATORIUM LAW

Ordinance Which Would Prevent Establishment of Dr. Tucker's Hospital at Madison and Franklin Streets May Be Sharply Debated.

The amended ordinance regulating jitney bus traffic and regulating bond for the protection of life and limb, as passed by the Committee on Ordinances Friday night, will be reported to the Board of Aldermen at its meeting to-morrow night, and its discussion is likely to occupy a place near to that on the hospital ordinance, which comes up for concurrence.

Three routes for jitney bus traffic were recommended by the committee. They may be described, roughly, as the Grove Avenue, the Monument Avenue and the Main Street routes, the first-named route being considered as the one from which the greatest revenue will be derived. The committee recommended a differential license tax, the highest tax being placed on the Grove Avenue route. On this route the committee recommended that the tax for a four-passenger car, \$50, and \$25 for each additional car operated by the same owner; for a five to eight-passenger car, \$60 and \$15, and for a car carrying nine passengers and more, \$75 and \$20.

**LICENSE RATES FOR MONUMENT AVENUE ROUTE.**

For the Monument Avenue and Main Street routes the license tax will be \$30 for a four-passenger car and \$25 for each additional car operated by the same owner; for a five to eight-passenger car, \$40 and \$10, and for a car carrying nine passengers and more, \$50 and \$10.

**EXPECT SPIRITED DEBATE ON HOSPITAL ORDINANCE.**

Aside from the jitney bus ordinance, the chief attention of the board will be centered on the hospital ordinance, which prohibits the building of a hospital or sanatorium within 200 feet of a church, hotel or school. This measure was designed especially to prevent the erection by Dr. Beverly H. Tucker of a sanatorium at the northwest corner of Madison and Franklin Streets, residents in the immediate neighborhood having risen in arms against the project. The ordinance comes up for concurrence, and is likely to bring about a sharp discussion.

The resolution of the Committee on Public Buildings, Properties and Utilities, rejecting the offer of the Southern Gas and Electric Corporation to lease the Gas Works, which was adopted by the Common Council, does not come up for concurrence in the Board of Aldermen. The proposition was referred by the lower branch of the City Council to the committee, and rejection by the branch in which the question originated is sufficient to kill the issue.

## NEW BOOKS RECEIVED

State Library Makes Valuable Addition to Its Collection.

The following books have been added to the collection in the Virginia State Library:

Alabama. By Wardham Pencock. 1914.

American Clan Gregor Society Year Book. 1914.

American State Trials. By J. D. Lawson. 1914.

Ancient Rome and Modern America. By Guglielmo Ferrero. 1914.

The Currency Problem in China. By W. P. Weld. 1914.

The Defense of the South. By J. A. Richardson. 1914.

The Development of Modern Turkey. By Ahmed Emin. 1914.

Essays and Miscellaneous. By J. S. Auchbach. 1914. Two volumes.

Forty Years of It. By Brand Whitlock. 1914.

Greek and Roman Sculpture. By Purwarth and Ericks. 1914.

Imperial Germany. By Bernard von Bulow. 1914.

Inside the House That Jack Built. By G. L. Hunter. 1914.

Men Around the Kaiser. By F. W. Wile. 1914.

Mohr. By John Galsworthy. 1914.

Munch. Frankfurt. Cassel. By J. C. Van Dyke. 1914.

My First Years as a French Woman. By M. K. Washington. 1914.

Party Government in the United States. By W. M. Cloane. 1914.

A Plea for Shakespeare and Whitman. By W. T. Call. 1914.

Questioned Documents. By A. S. Osborn. 1914.

Recreation of a Physician. By A. M. Chisholm. 1914.

The Secrets of the German War. By Graves and Fox. 1914.

The Social Emergency. By W. T. Foster. 1914.

The Story of the Panama Canal. By Louis Marshall. 1913.

Suffrage in the Southern States. By C. C. Clarke. 1914.

A Sallust of North Carolina History. By Boyd and Hamilton. 1913.

The System of Taxation in China—1644-1911. By Shao-Kwan Chen. 1914.

The United States Federal Internal History 1861-1871. 1914.

Woman Suffrage. By Carroll Gilchrist. 1914.

The Younger Generation. By Ellen Key. 1914.

## To-Day and To-Night in Richmond

**Council Committee on Streets.** City Hall, 5 o'clock.

**Mace-Neister Mechanics' Institute.** To consider charter reform, 8:30 o'clock.

**John Marshall High School commencement.** City Auditorium, 8 o'clock.

**Bijou-Bijou Stock Company.** In "The Truth," 8:30.

**Lyric-Popular vaudeville and pictures.** matinee, 3:30; night, 7:45 and 9:15.

**Colonial-Motion pictures.** continuous performance from 11 morning to 11 night.

**Strand-Motion pictures.** continuous performance from 12 noon to 11.

**Little-Motion pictures.** continuous performance.

## THE WEATHER

**Forecast: Virginia.**

Fair Monday, preceded by showers in early morning, and cooler; Tuesday fair.

**North.**

Fair Monday and Tuesday.

**South.**

Fair Monday and Tuesday.

**Local Temperature Yesterday.**

12 noon temperature..... 87

3 P. M. temperature..... 91

8 P. M. temperature..... 86

Maximum temperature to 8 P. M. 92

Minimum temperature to 8 P. M. 72

Mean temperature..... 82

Normal temperature..... 75

Excess temperature yesterday..... 7

Deficiency in temperature since March 1..... 223

Accumulated deficiency in temperature since January 1..... 74

**Local Rainfall.**

Rainfall last twelve hours..... Trace

Rainfall last twenty-four hours..... Trace

Deficiency in rainfall since March 1..... 4.30

Accumulated deficiency in rainfall since January 1..... 1.09

**Local Observation at 8 P. M. Yesterday.**

Temperature, 86; humidity, 64; wind, direction, southeast; wind velocity, 2; weather, clear.

**General Weather Conditions.**

WASHINGTON, June 13.—The temperature continues abnormally high from Virginia southward to the Gulf, also in Texas and the Southwest. There has been, however, some abatement of the heat in the districts covered by the rain.

**CONDITIONS IN IMPORTANT CITIES.**

(At 8 P. M. Eastern Standard Time.)

Place.	Ther.	H. T.	L. T.	Weather.
Asheville.....	70	80	60	Cloudy
Atlanta.....	82	86	65	P. cloudy
Baltimore.....	64	68	50	Cloudy
Boston.....	64	68	50	Cloudy
Buffalo.....	80	82	60	Cloudy
Calgary.....	52	64	40	Cloudy
Charleston.....	80	88	60	Clear
Chicago.....	78	80	60	Cloudy
Denver.....	52	60	40	Cloudy
Duluth.....	62	66	40	Clear
Galveston.....	82	86	60	Clear
Hatteras.....	72	80	70	Clear
Havre.....	72	80	60	Cloudy
Jacksonville.....	78	88	60	Clear
Kansas City.....	68	78	50	P. cloudy
Louisville.....	72	86	60	Cloudy
Montgomery.....	60	68	50	Rain
New Orleans.....	76	86	70	Cloudy
New York.....	62	72	50	Cloudy
Norfolk.....	84	90	72	Clear
Oklahoma.....	72	74	50	Cloudy
Pittsburgh.....	82	84	60	Rain
Raleigh.....	86	92	72	Clear
St. Louis.....	72	80	60	Cloudy
San Francisco.....	56	66	40	Clear
Savannah.....	80	90	72	Clear
Spokane.....	68	76	50	P. cloudy
Tampa.....	82	92	72	Clear
Washington.....	72	90	60	Rain
Winnipeg.....	54	72	40	Cloudy
Yonkers.....	72	84	60	Rain

**MINIATURE ALMANAC.**

June 14, 1915.

**HIGH TIDE:**

Sun rises.....4:43 Morning.....5:36

Sun sets.....7:30 Evening.....6:21

## GERMAN SUBMARINE U-35 TORPEDOES TWO BARKS

**Sends British Vessel, Crown of India, and Norwegian Bell-glade to Bottom.**

## CREWS OF BOTH ARE SAVED

**Boats Stopped by Shots Fired Across Bows and Men Ordered to Leave. Then Destroyed by Undersea Raider.**

LONDON, June 13.—The British bark, Crown of India, of 2,055 tons gross, carrying a cargo of coal, and the Norwegian bark, Bell-glade, of 665 tons gross, timber laden, were sunk by the German submarine U-35 to-day off Milfordhaven, a seaport of Wales. The crews of the barks were rescued and landed at Milfordhaven.

The sailors of the Crown of India say the submarine fired several shots across the bark's bow, and when the vessel slowed down, the men were ordered to take to the boats. The submarine then shelled and sank the bark.

The Norwegian bark, Bell-glade, close by, later met a similar fate.

The Crown of India was built at Leith in 1885, and was owned by the Crown of India Shipping Company, Ltd., of Liverpool.

The Bell-glade was built at Glasgow in 1887. Her port of registry was Tonsberg, Norway.

**CREW OF BRITISH TRAWLER LOST AT GRIMSBY.**

GRIMSBY, ENGLAND, June 13.—The crew of the British trawler Plymouth, sunk by gun fire from a German submarine, were landed here to-day. When the Plymouth's captain sighted the submarine, he cut away his gear and attempted to escape, but the submarine was too fast for him.

# SCHWAB OFFERS PLANT TO FRENCH GOVERNMENT

**Tenders Entire Output of Bethlehem Steel Corporation to Aid in Fight Against Germany.**

**SENATOR HUMBERT'S STORY**

Claims That He Outwitted Emissaries of Kaiser and Received Offer for Which Latter Were Willing to Pay \$100,000,000.

PARIS, June 13.—Senator Humbert, France's great political army reformer, now leading the munitions campaign, to-day claimed in the Journal that he had outwitted the German agents in obtaining an offer of the entire output of the Bethlehem steel plant exclusively for the allies, during last August.

"I did it," he writes, "without seeking financial control of the company, without buying stock or consciences, but solely relying on the world-wide sympathies that our dear country commands."

"When the Minister of Marine entrusted me with the mission to the United States I met Charles Schwab. We were both self-made men and both had had a strenuous struggle in early life. A close sympathy spontaneously sprang up between us."

"Charles Schwab authorized me to place at the disposal of the French government the entire resources of the Bethlehem Steel Corporation and the numerous other enterprises he controls. Our mutual verbal bond sufficed and I had no need to offer \$100,000,000 as the German agents did nine months later."

**ENTIRE BETHLEHEM PLANT PUT AT HIS DISPOSAL.**

"As I visited the immense Bethlehem works, inspecting the miles of shops where the United States Navy was built for the greatest part, and where the Austrian heavy artillery was made, the eyes of the directors accompanying me said:

"All this wealth, this force, these machines, munitions, guns and works are at your disposal."

"Later, I will tell you France unfortunately failed to take advantage of this generous and magnificent offer."

"A few days later, as I was leaving for France, Mr. Schwab sent the following letter:

"New York, September 23.

"My dear Captain Humbert:

"I learn with regret of your departure for France on Saturday. Permit me to take this opportunity of expressing to you what a real pleasure it has been to know and serve you and your people. In serving you the dominant thought in my mind will be that we have contributed in some way, however small, towards helping your great and beautiful country, which we Americans who have lived so much in France have learned to love and admire."

"What Americans, with thoughts of your wonderful country could be other than in sympathy with you in these troublesome times. Many of my years I have spent in your country. I have many interests in France. My New York home is copied after your beautiful Cheneauxes, and I have always found the French people friendly and loyal and in sympathy with the American people generally."

"Our two great republics, in times like the present, should stand side by side, and my dear Mr. Humbert, with this thought in my mind and with my great interest in and love for your country, permit me to say that the organization of the Bethlehem Steel Corporation or any other industry with which I am associated, or any business with which I have any influence, shall be instructed to lend their best efforts to the serving of you and your association."

"I have reached the time of life where other motives play a more important part than mere commercialism, and this is the thought uppermost in my mind with regard to you and your country."

"Please convey to my friends, who are also your friends, Messieurs —, and many other mutual friends there, my warmest felicitations and I wish to express the hope now that you will soon return to this country and be able to tell us of the glorious victories and successes which your country so richly deserves."

"With all good, I am,

"Yours sincerely,

"C. M. SCHWAB."

"This war has shown," Senator Humbert concluded, "that the American kings of industry have a sense of dignity and honor which is sometimes wanting in authentic sovereigns."

# ST. PAUL IS CONVOYED BY TWO DESTROYERS

**Big American Liner Is Escorted Through War Zone by British War Vessels.**

**COL. E. M. HOUSE ON BOARD**

Believed Escort Was Provided to Protect Important Dispatches He Is Bringing Back to President Wilson.

[Special to The Times-Dispatch.]

NEW YORK, June 13.—"Two destroyers were sent by the British admiralty to convey us through the war zone," said Captain F. W. Passow, of the American liner St. Paul, which arrived here to-day from Liverpool.

"They accompanied us as far as the Fastnet, off the southwest coast of Ireland, a distance of 200 miles. There is no doubt the destroyers were sent to protect the dispatches carried by Col. E. M. House."

"Nothing unusual happened, and when we reached the Fastnet, the destroyers ran up a farewell signal and turned back."

**PASSENGERS DECLARE THEY SAW PERISCOPE.**

Passengers, however, declared emphatically that at one point the destroyer on the starboard bow bore off to engage a submarine whose periscope was distinctly visible.

Mrs. Harry Sedgwick, who was bringing Miss Virginia Loney, a survivor of the Lusitania back, said:

"I saw the periscope, and then saw the destroyer make for it, signaling the other destroyer at the same time."

"When I saw the periscope, I cried out, 'There's a submarine.' Miss Loney grasped my arm and said, 'No, no, it can't stand it again.' I consoled her and then we watched the chase."

Ernest S. C. Cowper and Miss Loney said the submarine did not attempt to attack the St. Paul, but seemed to be trying to torpedo the destroyer. The undersea boat disappeared when the destroyer started toward her in a burst of speed.

Miss Loney, who is sixteen, saw her parents, Mr. and Mrs. Allen D. Loney, of Huntington, L. I., down, while she was struggling in the water. She sobbingly told her story to-day:

"My father went down to get some life-belts and returned with a number which he distributed around, but did not keep one himself."

"There was a lifeboat being lowered, and he saw there was just one place left. He ordered me to get in. I protested, but finally obeyed. The boat was overfilled, and before it came near the water the sailors cut the ropes and the boat sank immediately after striking the water. Our maid, Elsie Bettelner, was drowned with my parents."

Mrs. Sedgwick and her protegee were picked up after being in the water twenty minutes.

Eleven survivors of the Lusitania returned on the St. Paul. They were Charles, F. H. Charles, Miss Doris Charles, H. G. Colebrook, C. F. Sturdy, and Ernest S. Cowper, of Toronto; Mrs. E. Bliss Thompson, Mrs. V. Loney, of Huntington, L. I.; O. H. Hammond, of Jersey City; James Leary and Mr. Readie.

Dowager Queen Alexandra of England sent a special request to see six-year-old Helen Smith, of Yonkers, a survivor of the Lusitania, according to Cowper, who rescued the child. Helen had already left Queenstown and could not be located.

Twenty-two offers to adopt the child were made by rich folk, he said, but she was returned to a woman who said she was the child's aunt. Helen lost her parents and little brother in the disaster.

Fifteen members of the Gulf Light's crew arrived on the St. Paul. Their ship was torpedoed on May 1 by a German submarine.

Three hundred young Irishmen came in the steerage.

G. T. Weitzel and Halet Johnson, attaches of the American embassy in Constantinople, brought dispatches from Ambassador Morgenthau.

Both refused to discuss their mission.

## DEATHS IN VIRGINIA

**Mrs. Rebecca Chandler.**

[Special to The Times-Dispatch.]

PETERSBURG, VA., June 13.—Mrs. Rebecca J. Chandler, wife of Charles S. Chandler, died yesterday at her residence on Shepherd Street. Her health had been feeble for a year. Besides her

husband, she is survived by several small children.

**Mrs. Blanche George.**

PETERSBURG, VA., June 13.—Mrs. Blanche M. George, wife of William N. George, died yesterday at her home in Chesterfield County, following an illness of several months. She is survived by her husband, two brothers and two sisters.

**James H. Bailey.**

PETERSBURG, VA., June 13.—James H. Bailey, whose very sudden death at his home in Liberty Street, of heart trouble, was announced in to-day's Times-Dispatch, was the merchant of long standing and a citizen who enjoyed the confidence and esteem of the community. He was in his sixty-seventh year, had lived in Petersburg practically his whole life, and had filled positions of trust. He once served in the Common Council, and for years was assistant postmaster in the Petersburg office, and active in promoting the interests of the Travelers Protective Association and of the order of Knights of Columbus. He was a leading member of St. Joseph's Catholic Church. It was on reaching home from his business service at the church that his sudden death occurred. Mr. Bailey is survived by one son, J. Harry Bailey, and two daughters, Misses Margaret and Gertrude Bailey, all of this city.

**RESINOL BEGINS TO HEAL SICK SKINS AT ONCE**

You don't have to WONDER if Resinol is doing you good. You KNOW it is because you feel the itching stops the itching and your tortured skin feels cool and comfortable at last. This is because Resinol cures the skin eruptions. Resinol clears away the scales, cures the itching, cures the redness, cures the dryness, cures the chafing, cures the eczema, cures the psoriasis, cures the scabies, cures the dandruff, cures the hair loss, thick and lustrous.

**A GOOD WAY TO SHAMPOO.**

Shampoo with Resinol Soap, rubbing its lather thoroughly into the scalp. Resinol is to work in the soothing, healing, and cleansing. This almost always stops dandruff and scalp itching, and keeps the hair live, thick and lustrous.

**YOUR OCULIST'S PRESCRIPTION ACCURATELY FILLED**

In a way that will please both you and your oculist.

**The S. Galeski Optical Co.**

Main & Eighth Sts., 223 E. Broad St.

## EXCURSIONS

**BUCKROE BEACH**

ANNUAL EXCURSION OF TABERNACLE BAPTIST CHURCH SUNDAY SCHOOL.

SATURDAY, JUNE 26.

Train leaves Main Street Station 8 A. M. Return, leaves Buckroe Beach 7 P. M.

ADULTS, \$1.00.

Children under 12 and nurses, 50 Cents.

**Buckroe Beach**

Annual Excursion of Grace Street Baptist Church Sunday School.

TUESDAY, JUNE 15, 1915.

Train leaves Main Street Station 8:15 A. M. Return, leaves Buckroe 7 P. M.

**GO WITH MONUMENT METHODIST, BROAD STREET AND TRINITY SUNDAY SCHOOLS**

On Their Annual Excursion to

**Buckroe Beach**

WEDNESDAY, JUNE 16

Round Trip, \$1.00.

Train leaves at 7:45 A. M. from Main Street Station.

**GO WITH MONUMENTAL-ALL SAINTS SUNDAY SCHOOLS TO**

**Ocean View**

With Stop Over Privilege at Old Point Friday, June 18.

Ticket for adult, \$1.50; child (not over 12), 75c. Train leaves C. & O. Depot 7:25 A. M.

**Prs byterian Sunday School Union Basket Picnic**

**To Buckroe Beach**

Thursday, June 17, 1915

Last train leaves Main Street Station 7:30 A. M. Return, leave Buckroe Beach 6:30 P. M.

ADULTS, \$1.00.

Children between 5 and 12 and nurses, 50 Cents.

**SCHOOLS**

**VIRGINIA MILITARY INSTITUTE**

"The West Point of the South"

Collection of technical courses combined with the rigid discipline of an army post. B. S. and A. B. degrees conferred in course. Virginia Cadets tuition free.

Lexington, Va. Gen. E. W. NICHOLS, Supt.

**SUMMER RESORTS—ATLANTIC CITY**

**DENNIS**

ATLANTIC CITY, N. J.

Thoroughly modern. Superior location. A recognized standard of excellence. Capacity 600. WALTER J. BUZZBY

**THE WILTSHIRE**

Virginia Avenue and Beach; excellent view; running water in rooms; elevator; the porch; etc.; music. \$12.00 up weekly; \$2.00 up daily; open all year; booklet; auto at trains.

SAMUEL ELLIS.

**KENTON HALL**

On beach at Belmont Avenue, Chelsea. Excellent view; running water in all rooms; elevator; capacity 200. THOS. KENT

**CLARENDON HOTEL.**

Virginia Avenue, Near Beach.

Favorite hotel with winter and summer guests. Private baths; rooms on suite, with running water. Write for free booklet. Monroe Hutchins.



## Ever Listen

To the music of a Victrola across a stretch of water on a summer night? If not, you have something to look forward to.

Be sure to carry one of our light weight Victrolas on your vacation. Prices, only \$15 and \$25, and easy payments allowed.

Call and hear the new records.

**Walter D. Moses & Co.**

103 E. Broad Street.

Oldest Music House in Va. & N. C.

## SUMMER RESORTS—W. & Virginia

**"Old Sweet Springs"**

WEST VIRGINIA.

A charming place at which to spend the summer. Amusements varied and attractive. Fine golf links, elegant swimming pools, splendid orchestra, fine saddle horses, livery, motor, etc. Booklet and rates on application. Address W. D. PAXTON, Mgr., Sweet Springs, W. Va.

**SUMMER RESORTS—Maryland**

**WESTERN MARYLAND RAILWAY BLUE RIDGE MOUNTAIN**

Hotel and Boarding-House List New Ready. Copy Mailed upon Application. C. F. STEWART, G. P. A., Baltimore, Md.

## SUMMER RESORTS—Virginia

**4,000 Feet Above the Sea**

At Virginia's Most Celebrated Mountain Resort.

SKYLAND, on famous STONY MAN MOUNTAIN. Always cool. No mosquitoes. No heat. No cold. No wind. No rain. No sun. No clouds. No fog. No snow. No ice. No fire. No smoke. No noise. No smell. No taste. No touch. No feeling. No thought. No action. No reaction. No result. No end.

**CHESAPEAKE & OHIO RY**

Chester, LaVette & West. 7:00 P. M. 7:10 P. M. 7:20 P. M. 7:30 P. M. 7:40 P. M. 7:50 P. M. 8:00 P. M. 8:10 P. M. 8:20 P. M. 8:30 P. M. 8:40 P. M. 8:50 P. M. 9:00 P. M. 9:10 P. M. 9:20 P. M. 9:30 P. M. 9:40 P. M. 9:50 P. M. 10:00 P. M. 10:10 P. M. 10:20 P. M. 10:30 P. M. 10:40 P. M. 10:50 P. M. 11:00 P. M. 11:10 P. M. 11:20 P. M. 11:30 P. M. 11:40 P. M. 11:50 P. M. 12:00 P. M. 12:10 P. M. 12:20 P. M. 12:30 P. M. 12:40 P. M. 12:50 P. M. 1:00 P. M. 1:10 P. M. 1:20 P. M. 1:30 P. M. 1:40 P. M. 1:50 P. M. 2:00 P. M. 2:10 P. M. 2:20 P. M. 2:30 P. M. 2:40 P. M. 2:50 P. M. 3:00 P. M. 3:10 P. M. 3:20 P. M. 3:30 P. M. 3:40 P. M. 3:50 P. M. 4:00 P. M. 4:10 P. M. 4:20 P. M. 4:30 P. M. 4:40 P. M. 4:50 P. M. 5:00 P. M. 5:10 P. M. 5:20 P. M. 5:30 P. M. 5:40 P. M. 5:50 P. M. 6:00 P. M. 6:10 P. M. 6:20 P. M. 6:30 P. M. 6:40 P. M. 6:50 P. M. 7:00 P. M. 7:10 P. M. 7:20 P. M. 7:30 P. M. 7:40 P. M. 7:50 P. M. 8:00 P. M. 8:10 P. M. 8:20 P. M. 8:30 P. M. 8:40 P. M. 8:50 P. M. 9:00 P. M. 9:10 P. M. 9:20 P. M. 9:30 P. M. 9:40 P. M. 9:50 P. M. 10:00 P. M. 10:10 P. M. 10:20 P. M. 10:30 P. M. 10:40 P. M. 10:50 P. M. 11:00 P. M. 11:10 P. M. 11:20 P. M. 11:30 P. M. 11:40 P. M. 11:50 P. M. 12:00 P. M. 12:10 P. M. 12:20 P. M. 12:30 P. M. 12:40 P. M. 12:50 P. M. 1:00 P. M. 1:10 P. M. 1:20 P. M. 1:30 P. M. 1:40 P. M. 1:50 P. M. 2:00 P. M. 2:10 P. M. 2:20 P. M. 2:30 P. M. 2:40 P. M. 2:50 P. M. 3:00 P. M. 3:10 P. M. 3:20 P. M. 3:30 P. M. 3:40 P. M. 3:50 P. M. 4:00 P. M. 4:10 P. M. 4:20 P. M. 4:30 P. M. 4:40 P. M. 4:50 P. M. 5:00 P. M. 5:10 P. M. 5:20 P. M. 5:30 P. M. 5:40 P. M. 5:50 P. M. 6:00 P. M. 6:10 P. M. 6:20 P. M. 6:30 P. M. 6:40 P. M. 6:50 P. M. 7:00 P. M. 7:10 P. M. 7:20 P. M. 7:30 P. M. 7:40 P. M. 7:50 P. M. 8:00 P. M. 8:10 P. M. 8:20 P. M. 8:30 P. M. 8:40 P. M. 8:50 P. M. 9:00 P. M. 9:10 P. M. 9:20 P. M. 9:30 P. M. 9:40 P. M. 9:50 P. M. 10:00 P. M. 10:10 P. M. 10:20 P. M. 10:30 P. M. 10:40 P. M. 10:50 P. M. 11:00 P. M. 11:10 P. M. 11:20 P. M. 11:30 P. M. 11:40 P. M. 11:50 P. M. 12:00 P. M. 12:10 P. M. 12:20 P. M. 12:30 P. M. 12:40 P. M. 12:50 P. M. 1:00 P. M. 1:10 P. M. 1